

## Farmer Had to Sprint

Herman Dittweiler performed a heroic act recently at the imminent risk of his life. He was coming to town with a heavy load of rock when he overtook a little girl carrying a basket of eggs to market, and invited her to ride the rest of the way with him.

When he reached the top of the long, steep hill leading down into town, he looked one of the wagon wheels in order to make the descent safely, but had only gone a very few feet when one of the horses stepped on a rolling stone and was taken suddenly very lame.

He got off the load, unhitched the team and requested another farmer who was just behind him to put in his team and take the load down the hill. The other farmer was about to comply and Mr. Dittweiler had lifted up the tongue of the wagon to prepare for hitching in the other team, when the lock chain suddenly broke and the loaded wagon started down the hill, with the little girl still riding in the seat.

Dittweiler braced back on the tongue, but was unable to stop the wagon, which, gathering headway every moment, was soon flying down the steep hill like a runaway engine.

Dittweiler knew that if he dropped the tongue the wagon would be tipped

over in a second and the little girl probably killed, so he held on with a death grip, kept the wagon in the road and ran as a man never ran before.

The heavy wagon, with its ton and a half of rock for a load, crashed and roared behind him, and, gathering speed with every second, flew like an express train down the incline, bounding over the inequalities of the road and fiercely striking fire from the stones.

Dittweiler ran till his legs fairly flattered beneath him. A man who was crossing the street with a wheelbarrow gave one frightened glance at the coming avalanche, dropped his barrow and ran. Dittweiler jumped the obstruction, which was crushed to pieces beneath the wheels of the wagon.

The hill is 800 feet long, and, after the bottom was reached, the wagon ran 500 feet further before its speed was slackened and Dittweiler, by digging the tongue into the earth, could bring it to a stop.

The plucky farmer was gasping for breath and dripping with perspiration when his trial was over, but the little girl was laughing gleefully at the "splendid ride" she had enjoyed.

Not a single egg was broken.—St. Paul Pioneer Press.

## Real Wealth of Nations

It is estimated, says the Army and Navy Journal, that Japan has put forth 25 per cent of her strength thus far in the contest with Russia, while the drain on the resources of Russia is less than 2 per cent. This is only a single factor, however, in the complex problem of military success, which does not always respond to the conclusions of the multiplication table. The politico-economists and the pseudo-philanthropists may manipulate the figures as they please, the fact cannot be made to accord with their theory that war is necessarily exhausting to national strength. Precisely the contrary was shown in the case of our great war. Material resources may assume new forms of distribution in time of war, but this is not necessarily waste. It is the industries created by industry which are the foundation of the business of a community through which its individual members procure their means of living. If all those who have the power of purchasing should cease for a single year to buy to make good their wastage, universal poverty and

distress would follow. As a matter of fact, the assets of the American continent are less than they were when Columbus discovered it. Millions of mineral wealth that were then stored away in the bowels of the earth are there no longer; our soil has been partially exhausted of its fertile properties, and our hills and valleys have been largely denuded of their forests. Yet 75,000,000 people exist in comparative comfort where a few hundred thousand Indians gained a precarious living before. The industries of war draw upon the surplus energies of a people, and, by stimulating them to larger effort, increase their power of production. What would be the effect upon the fortunes of the industrial classes of the European states if their armies were suddenly disbanded and the millions now employed by the state were to come into competition with the laboring classes? It is the industries created by the artificial wants of a complex civilization that produce what we call wealth, and the simplicity of living which the philosophers of the Poor Richard type are always extolling and never practicing.

## How She Managed Hubby

"Tom Gray is a very clever man," remarked one of his friends. "He has managed to effect by diplomacy what most of us have tried and generally failed to bring about by self-assertion, i. e., a satisfactory freedom of marital action while remaining on perfectly affectionate terms with his wife."

"The first year of his marriage he and his Maud were a typical pair of turtle doves, and were never happy out of each other's sight. Then the man, as is generally the case, without loving his dear Maud any the less, began to be interested in outside things. She noticed this change, and, womanlike, resented it. They had one row after the other. Then Tom considered the situation and developed Machiavellian talents. He did not relax his devotion to his Maud. On the contrary he became more and more of an ardent lover. He gave her no peace. He would come up for afternoon tea when she would be in the midst of a delightful gossip with her especial intimates and sit and look at her fatuously, so that her friends

would one by one make an excuse for a short stay."

"He was so affectionate that it became rather tiresome and one day Maud requested quite sharply that he 'wouldn't paw so much.' In the way of companionship it is undeniable that each sex prefers its own, and Maud began to long for the comfortable chat about subjects dear to her soul with other women, but Tom gave her no chance. Finally she talked to him seriously about the duties they both owed to society. Tom took it in very good part. He recognized the necessity of sometimes speaking to other women and of 'keeping up his men friends and he promised to take an interest in other people."

"I should call them now a model couple. They are fond of each other, but they are also fond of their friends. She attends her dinners and bridge parties and he goes unrestrictedly to his club, and the amusing part of it all is that Maud thinks it is her clever management that has brought this eminently satisfactory state of affairs about."—New York Tribune.

## Honesty of the Sexes

The increasing tendency toward the employment of women in positions of trust by financial institutions is thus explained by the president of one of the largest banks in the country: "The feeling is gaining ground that women are now rendering satisfactory service as cashiers and tellers, handling large sums daily without loss or error."

"One of the most conspicuous traits in the feminine nature is fidelity to trust. Speculation, the chief pitfall of defaulting employees, does not attract women as it does men. Cards and drink also drag down many a male employee, and these, again, are more particularly masculine vices. Some of the largest banks in New York are employing women in positions of heavy responsibility. Banking is an occupation in which men no longer have a monopoly."

As to the question whether women are by nature more honest than men, certain masculine critics aver that women have gained that reputation only because they are subject to fewer temptations to steal than are men. But is this the case? What occupation offers a more severe test of honesty than domestic service? It is impossible for a mistress to look up her belongings from her servants, and opportunities for pilfering are numerous. Yet stealing is comparatively rare.

The majority of business men are convinced of woman's fidelity in responsible positions and her ability to discharge important duties. Never were there such opportunities for capable energetic women as at present await them in the business world.—Housekeeper.

## New Style of Locomotive

An oil-burning engine with the cab on the front end has been in operation on the Pacific coast for some time, and locomotives of this construction have also been in use for several years on Italian railways. According to the Engineering News the Southern railway (of Italy) has recently added to its equipment some four-cylinder compounds of this type. They are of the ten-wheel class, with the cab in front of the firebox and the cylinders at the rear end. The coal is carried in bunkers at the side of the firebox (four tons capacity), and the tender has a cylindrical tank.

The firebox is of the Belpaire type and extends over the frames. The cylinders are all in a row behind the smokebox (at the trailing end of the frames) and all of them drive the middle driving axle. The arrangement of the cylinders and valves is peculiar. The two high-pressure cylinders are on one side and the steam distributor is controlled by a single piston valve and Walschaert valve gear. The two low-pressure cylinders are on the opposite side and are also served by a single piston valve and valve gear. The engine has six driving wheels. In front of the cab is a small platform with side steps.

## PORT ARTHUR FALLS AFTER A LONG SIEGE

### Russian Stronghold Succumbs At Last To The Assaults Of The Japanese

#### TERMS OF SURRENDER ARE FIXED

Following General Stoessel's Communication to General Nogi, Commissioners Representing the Two Commanders Met at 4 O'Clock Monday Afternoon and Subsequently Signed Articles of Capitulation.

Port Arthur, whose hills have for months run red with the blood of the bravest of the two war-like nations, has at last succumbed to the fierce tenacity of the Japanese attack. General Stoessel, most stubborn in carrying out the will of his sovereign, has seen the advance of the besieging army gain in momentum and energy until to hold out longer would have been a crime against humanity. The conditions of the surrender are not yet known, but in all quarters it is anticipated that they are such as an honorable soldier may accept from a brave and victorious enemy.

At 9:45 o'clock Sunday night the commissioners completed the signing of the capitulation agreement. Both armies had suspended hostilities five hours earlier. The city of Port Arthur will be occupied by the Japanese.

The authorities at St. Petersburg, in the absence of direct official news from General Stoessel that Port Arthur has surrendered, have not permitted the news to become public. Emperor Nicholas is in the south of Russia, and his Ministers are for the time being in the dark as to what dispatches have been sent to him from the front.

Tokio was the scene of rejoicing, people of all ranks finding in the outcome compensation for all the sacrifice of life and money that was entailed in the ten months' siege.

To what extent the fall of Port Arthur will make for a restoration of peace is an open question. There is an encouraging note in the expression by Baron Hayashi, Japanese minister at London, of the hope that "in some way it will facilitate final peace," though the pacific note is perhaps lost in the later words of the minister, which call attention to the fact that the besieging army will now be free to go north, where it will be an offset to the reinforcements General Kuropatkin has been receiving from Russia since the battle of Shakhe. The spirit of the Russians may be judged by the statement of the secretary of the embassy at London that the campaign will be renewed with fresh vigor in the spring, and that the nation will not be content to permit Port Arthur to remain in the hands of the Japanese.

Both in Paris and in London the opinion is that the squadron under Vice Admiral Rojestensky, which started from Libau for the far East three months ago, will have to retrace its way home, as adherence to the original plans would invite disaster without probability of effecting a junction with the warships at present in the harbor of Vladivostok. That Japan may not be permitted to retain possession of Port Arthur without dispute is shown in the fact that Paris news papers are already reviving the claim made in 1901 that the holding of that position commanding the Eastern seas by the Japanese would be a menace to European powers.

Chefoo, by Cable.—Commander Karizow, of the Russian torpedo boat destroyer Vlastni, which arrived here today, in an interview said:

"Port Arthur falls of exhaustion, exhaustion not only of ammunition, but of men."

"The remnant of the garrison left had been doing the work of heroes for five days and five nights, but yesterday they reached the limit of human endurance."

"In the casemate of the fort one saw everywhere faces black with starvation, exhaustion and nerve strain. You spoke to them, but they did not give answer, only staring dumbly."

"The lack of ammunition alone would have suggested the seeking of terms. Scant ammunition had long been common in the fortress, and during the past month many of the forts had nothing with which to return the fire of the enemy."

"The Russians sat in the casemates, firing not more than once to the two hundred shots sent by the Japanese. When the assault came they repulsed the enemy with bayonets. But the men themselves, having existed for three months on reduced rations, were so worn that it is marvelous they stood the final strain so long."

"Yesterday General Stoessel would still fight. His wound, which had been bothering him, but his determination to fight while one man stood had not been diminished."

"But we cannot fight," said his generals. "Our men cannot move. They sleep standing. They cannot see the bayonets at their breasts. We can order, but they cannot obey."

"Then you generals fight," said Stoessel, clinched his fists.

"He seemed fanatical on the subject, but finally he was brought to see reason by the insistence of his subordinates. Admirals Lochinsky and Wren, Generals Smirnov and Pock, and many others, sometimes with broken voices, urged the step which all dreaded so long."

"The greatest loss suffered by Port Arthur occurred a fortnight ago, when Major General Kondratenko was killed. Officers and men alike regarded him as the brightest star in Port Arthur's armament. When his death became known, the fall in the spirits of the soldiers was plainly visible. General Kondratenko was seated in the casemate of a certain fort discussing with seven other officers the best way of countermining against the Japanese, when an eleven-inch shell burst, killing everybody in the casemate."

"General Nogi has taken Port Arthur with his artillery and his tunnels. His rifle bullets were seldom found to be of any use."

"We who came here Monday do not know the terms of surrender suggested by General Stoessel to General Nogi nor the answer, having left Port Arthur even before the messenger had been dispatched. The general impression, however, is that Stoessel has proposed that the army shall go free and that he alone be made a prisoner."

"It is a simple story. Had the ammunition held out the fortress would have held out indefinitely. For months we held Port Arthur by bayonets alone, until flesh and blood could do no more. When a man fell there was none other to replace him. Thus the garrison was gradually worn down. Two hundred and Three-Meter Hill alone cost us five thousand men. The capture of that hill was the beginning of the end."

Tokio Wildly Joyous.

Tokio, by Cable.—Tokio is wildly joyous over Gen. Nogi's telegram announcing that Gen. Stoessel had sent a letter relating to the surrender of Port Arthur. News boys crying extras were the center of large crowds. The people grabbed the papers and with a few minutes the firing of aerial parts of the city. Bands appeared and a score of small processions formed and surged through the principal streets. Japan has paid a heavy price for the Russian fortress. The prospect of its early possession cheered people as no other event of the war has done. The Emperor's New Year's reception and audience to the army and navy and officers and civil officials continued this morning. The news from Port Arthur gave additional cheer to the general exchange of congratulations.

#### Shot Out Boy's Eyes.

Newport News, Special.—Fred Westinghouse, the small boy who was shot yesterday at Oriana by the premature explosion of a gun which was being loaded by a negro, will lose his eyesight as a result of the accident. The shot struck him full in the face, destroying both eyes.

#### Police Officer Shot.

Charlotte, Special.—Rural Officer S. E. Cole, of Belmont Park, was killed Sunday afternoon at half-past 5 o'clock by a negro, Will Springs. The homicide was committed at the railroad crossing near Sugar Creek church and within 200 yards of Zion negro church. Mr. Cole's son-in-law, Mr. H. B. Nabors, a machinist at Liddell's, was there and was shot also. How seriously he was wounded does not yet appear; it seems though, that he is not much hurt. Mr. Cole was attempting the arrest of a negro for the larceny of a bicycle belonging to another negro.

#### Dr. Chadwick Not Arrested.

New York, Special.—Dr. Leroy S. Chadwick, husband of Cassie L. Chadwick, arrived in this country Saturday on the steamship Pretoria, ran the gauntlet of big crowds which had waited for hours to see him, was hailed by Hoboken police headquarters and to the recorder's court, and finally left for Cleveland, not as a prisoner, but as the guest of Sheriff Barry, who had come from Ohio with a warrant for the doctor's arrest which he did not serve.

#### Increased Wages For Thousands.

Pittsburg, Special.—According to information from a reliable source the United States Steel Corporation shows at the end of the quarter finished Saturday an increase of nearly \$2,000,000 over the September quarter. With the resumption of work next Tuesday the wages of over 100,000 men will be increased.

#### Brownlow Gets Nomination.

Nashville, Tenn., Special.—Republicans of the State Legislature, in joint caucus have nominated Hon. Walter P. Brownlow, representative in Congress from the first district, as their candidate for the United States senatorship. The Legislature is overwhelmingly Democratic and Senator William B. Bate will succeed himself.

#### Torpedo Boats Leave.

Chefoo, by Cable.—Monday morning two Russian torpedo launches from Port Arthur arrived here. There are seven Japanese torpedo boat destroyers in the harbor.

#### Stoessel Named Terms.

Washington, Special.—The Japanese legation received a cablegram from Tokio, saying that the negotiations for the surrender of Port Arthur had been concluded and that details of the terms of surrender would be cabled later. The cablegram said the articles of capitulation were concluded at 4 o'clock Monday evening. The advice received at the Japanese legation says that General Nogi accepted the terms of surrender proposed by General Stoessel.

## MAKE FINE SHOWING

### Corporation Commission Gives Out Usual Statement.

The Corporation Commission this evening gave out its report to Governor Aycock, for the present year. The report says that during the year there were 380,310 miles of main line of railroad in operation. The gross earnings were \$20,387,940; operating expenses, \$12,848,929, net income from operations, \$7,538,911; net increase, \$1,065,173 over last year's operations. The railroads employed 15,205 persons and 120 persons were killed in the movement of trains. Of these two were passengers and 39 employees; 4,930,095 passengers were transported; 335 complaints were made to the commission, nearly all of which were disposed of.

North Carolina is the only State in which railways are required to permit first and second class fares for passengers, and the laws were so amended as to require only one fare that could certainly be made lower than the present first-class fare of 3 1/2 cents. The average rate per passenger mile on the leading roads in the State was about 23 cents. The number of banks has increased from 155 to 192. Four banks were put in receivers' hands.

#### EARNINGS AND EXPENSES.

The Corporation Commission's report says the earnings of railways during the year were: Atlantic Coast Line, \$5,234,369; Seaboard Air Line, \$3,721,713; Southern Railway, \$9,584,053; miscellaneous roads, \$1,837,005. Total, \$20,387,940. The capital stock of all the roads is \$63,390,350. Taxes paid were: Atlantic Coast Line, \$219,897; Seaboard Air Line, \$122,940; Southern Railway, \$278,446. Total, \$612,283, and by miscellaneous roads, \$51,492, making a total of all roads, \$677,775. The number of employees is: Atlantic Coast Line, 4,909; Seaboard Air Line, 2,207; Southern Railway, 5,038; miscellaneous roads, 3,051. Valuation for taxation is as follows: Atlantic Coast Line, \$24,454,014; Seaboard Air Line, \$12,500,000; Southern Railway, \$26,310,589; miscellaneous roads, \$6,216,370; telegraph, telephone, street railway and express companies, \$5,061,052; total, \$74,542,026.

#### Penitentiary Report.

The penitentiary directors Monday evening filed their report with Governor Aycock, showing a net surplus of \$132,868. Included in this are \$60,000 in penitentiary debt bonds purchased by the directors. Other assets, consisting mainly of cotton, are estimated at the present market value, several crops being left out of the estimate as to offset any further slump in cotton. But for the slump the surplus would have been \$150,000, the directors state. They recommend that the \$50,000 debt bonds they hold be devoted to the establishment of a reformatory for young criminals. The Governor approves this recommendation. The prison and its various branches are in good physical condition and the past four years were unmarked by any epidemic, small or great. The order was good, generally speaking, the convicts have behaved exceptionally well, this being due to strict discipline and kind and considerate treatment. There are now hospital wards for white and negro convicts. Many improvements have been made in the convict quarters at the State farm. The latter yielded great harvest.

#### Creditors Want Receiver.

Greensboro, Special.—In the United States Court here Judge Boyd heard a creditors' petition in involuntary bankruptcy filed by Walter Swink, of Concord, and S. M. Swink, of Winston, attorneys for the creditors of D. P. Dayvault & Bro., wholesale and retail merchants of Concord, Coolesmeed and Gold Hill. The petition states the assets of the firm to be \$100,000; liabilities \$150,000. Judge Boyd ordered a subpoena to issue the parties to appear here Jan. 17 to show cause why they should not be declared bankrupt. Pending a hearing, T. D. Manu, of Concord, was named as receiver, filing a bond of \$10,000.

#### Steamer Blown Up.

Hamilton, Bermuda, by Cable.—The steamer Gallia, from Hamburg for Havana, has arrived here with the survivors of the crew of the Norwegian bark Arpesia, Captain Jensen, from New York, Dec. 9, for Cetto. The Arpesia was blown up at sea by the explosion of her cargo of naphtha, and eleven of her crew was killed. Seven of the crew, who were saved, were landed here Monday night.

#### Chadwick Couple Meet.

Cleveland, O., Special.—Sheriff Barry and Leroy S. Chadwick arrived here Sunday from New York and were driven at once to the county jail where a bail bond for \$10,000 was furnished for Dr. Chadwick's appearance in the Criminal Court next Tuesday, when he will be given a preliminary hearing. The bail bond was signed by Virgil P. Kline, counsel for Dr. Chadwick, and also by J. P. Dawley, counsel for Mrs. Chadwick. These formalities being completed, Dr. Chadwick was admitted to the woman's department of the jail where he held a long conference with his wife.

#### Sent to Reformatory.

Roanoke, Va., Special.—In the county court at Tazewell Court House, Leander Cruey and Estill Burgess, aged respectively 18 and 15 years, were tried on the charge of wrecking a Norfolk & Western passenger train on a piling rocks and wood on the track, and were sentenced to the State reformatory, where they are to stay until they are 21 years of age. No one was seriously hurt by the derailment of the train.

## IN THE TAR HEEL STATE

### Occurrences of Interest in Various Parts of the State.

#### General Cotton Market.

Galveston, steady ..... 6 1/2  
New Orleans, easy ..... 6 1/2  
Mobile, firm ..... 6 1/2  
Savannah, quiet ..... 6 1/2  
Charleston, quiet ..... 6 1/2  
Baltimore, nominal ..... 7.00  
New York, quiet ..... 6.85  
Boston, quiet ..... 6.85  
Philadelphia, quiet ..... 7.10

#### Charlotte Cotton Market.

Middling ..... 7 1/2  
Tinges ..... 6 1/2 to 7  
Stains ..... 6 1/2 to 6 7/8

#### Tragedy in Raleigh.

Raleigh, Special.—A little before noon Thursday one of the most beloved men in Raleigh, James H. Alford, almost seventy years old, was shot down and fatally injured in his printing establishment by R. D. Bynum, a man of 35 years, one of his partners in the job printing business. Alford died Thursday night. The other partner of the firm of Alford, Bynum & Christophers, namely, Charles D. Christophers, was present and witnessed the shooting. The front door of the establishment is closed, and the terrible affair occurred in the printing room, which is separated from the front office by a door.

Bynum is a hard drinker, and has been on a debauch for some days. It is stated that he went into the place and began to curse Mr. Alford, and then made a motion as if to pull a pistol from a hip pocket. At this Alford moved towards him, and then, according to Alford's statement, Bynum rapidly shot three times. The pistol must have been held very close to the body. Powder burns show where two bullets entered the right breast, one bullet remaining in the body and the other going upward and smashing a shoulder blade. The other bullet seems to have missed its mark. The old men fell between the cases, Christophers failing to stop Bynum from leaving the place, evidently fearing that the drunken man would shoot him also. It seems that only one or two persons heard the noise of the shot, but did not locate it. Bynum walked out of the front door and along East Hargett street. His dishevelled appearance led one or two persons who passed him to ask him what was the matter. He replied in a drunken voice that he did not know, or something to that effect, and went on to the corner, turning down South Blount street a few blocks from the capitol building. The first man who got into the inside of the place was led to enter by the appearance of Christophers, who in his shirt sleeves and his shoulder covered with blood, ran out the front door. The man who entered aided Christophers and some others who came in in removing Alford to the office.

#### North State News.

The State has granted charters to the Tar Heel Company, Greensboro, a special club of which Spencer Blackburn, A. E. Holton and other prominent Republicans are members. The capital stock being \$5,000. To the Independent African Methodist Episcopal denomination, headquarters at Winston-Salem, the purpose of which is to establish churches, missions, schools, etc., and push the work of that denomination generally; to the W. J. Revis Manufacturing Company, of Wilmington, which will manufacture sash, doors, blinds, etc., capital stock \$25,000; to the Gray Manufacturing Company, Gastonia, capital stock \$150,000, to manufacture fabrics of cotton and other textile. Geo. A. Gray, Joseph A. Separk, and C. J. Husk are the stockholders.

State Superintendent of Schools Joyner has issued a circular letter to the county superintendents calling their attention to the unsafe condition of the school houses in regard to their liability to fire. He says many of the new houses are fitted with terra cotta pipe, which cause twenty per cent. of the fires in the State, according to the report of the insurance commissioner.

#### Tragedy at Thomasville, Ga.

Thomasville, Ga., Special.—After killing his mother-in-law, Mrs. W. H. Parrish, making a desperate attempt to kill his 18-year-old wife and shooting himself twice with a Winchester rifle here, J. B. Barrow is lying in the City Hospital in a precarious condition closely guarded by officers. Barrow is an engineer on the Atlantic Coast Line. He is 38 years old, and had been married but two years. His wife was 20 years his junior. Domestic infelicity is said to be the cause of the tragedy. The verdict of the coroner's jury does not say whether murder was committed or the killing was accidental.

#### Attempt to Wreck Train.

Richmond, Va., Special.—An attempt was made Sunday night to wreck a passenger train at the ore pounding mill, 12 miles west of Tazewell. A fishguard was laid on the rails, and the forward truck of the engine was thrown from the track. Fortunately it was running slowly. While the damage was being repaired investigation showed another fishguard and a large rock on the track just ahead.